

# BookletChart™



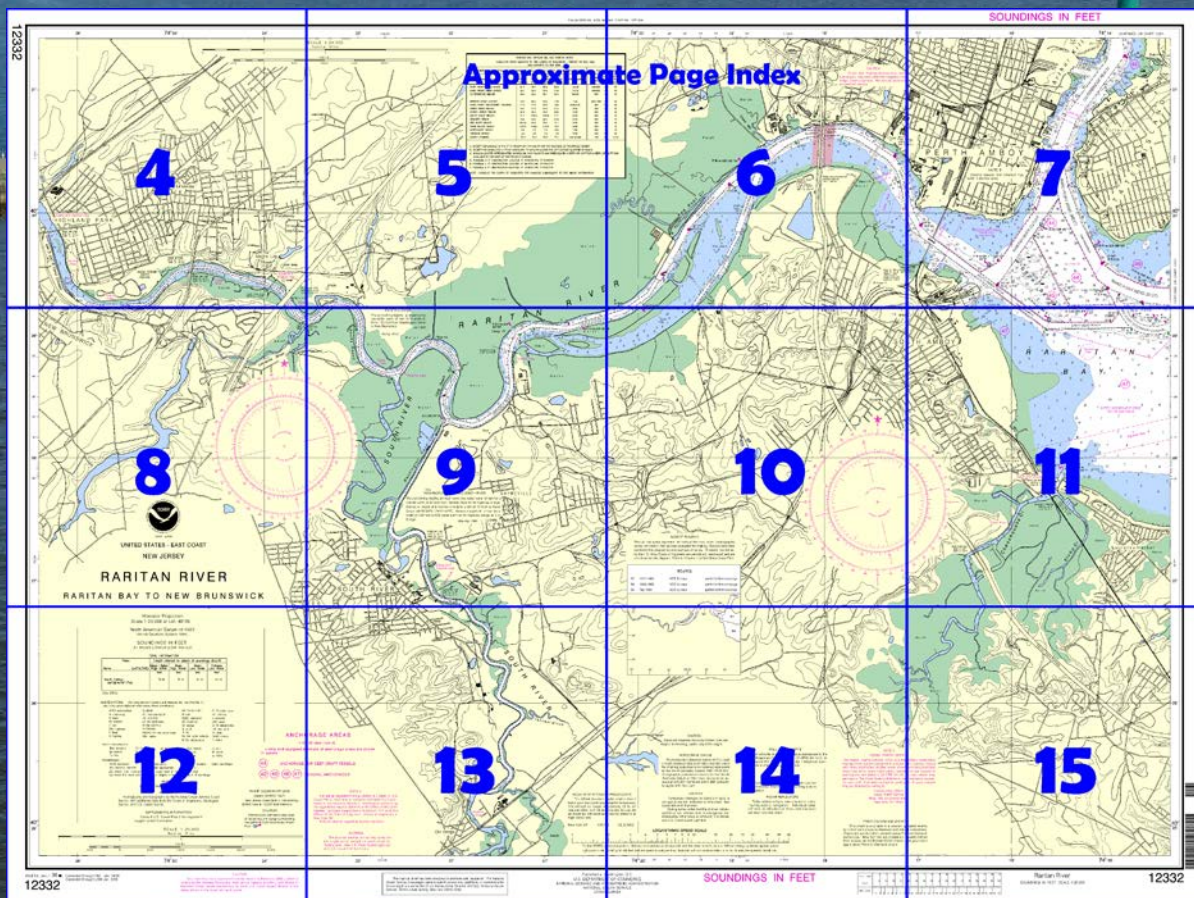
## **Raritan River – Raritan Bay to New Brunswick** NOAA Chart 12332

*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

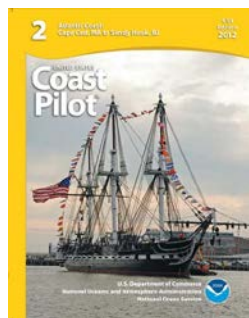
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12332>.



#### (Selected Excerpts from Coast Pilot)

**Raritan River** empties into the western end of Raritan Bay between Perth Amboy and South Amboy. The channel from South Amboy to **New Brunswick** is 11 miles long and very crooked, but is well marked with navigational aids. Waterborne commerce on the river is in coal, ore, and petroleum products.

**Channels.**—Vessels enter Raritan River from the east by way of Great Beds Reach and

from the north by way of Arthur Kill via Raritan River Cutoff Channel. A Federal project provides for a 20-foot channel in Raritan River Cutoff, a 25-foot channel from Great Beds Reach in Raritan Bay to the head of Red Root Reach about 1.9 miles above Garden State Parkway bridge,

and thence a 15-foot channel to the junction with Washington Canal. (See Notice to Mariners and latest editions of the charts for controlling depths.) Above Washington Canal, the controlling depth in Raritan River was about 9 feet at midchannel to New Brunswick in 1962.

A dredged channel in Titanium Reach and South Channel branches south from Raritan River about 0.6 mile above Garden State Parkway bridge. The Federal project depths are 25 feet in Titanium Reach and 15 to 10 feet in South Channel to Crossman Dock. (See Notice to Mariners and latest editions of the charts for controlling depths.) In 1991, the channels were not being maintained near project depth and the project above Crossman Dock was not being maintained.

A dredged channel in **Washington Canal** branches south from Raritan River about 4.3 miles above Garden State Parkway bridge and connects with **South River**. A dredged channel leads south for about 3.4 miles in South River. In 1961, the midchannel controlling depths were 12 feet in Washington Canal, thence 10 feet in South River to the first highway bridge, thence 8 feet for about 1 mile, thence ½ foot to a point 800 yards north of the highway bridge at **Old Bridge**.

**Bridges.**—Several drawbridges and fixed bridges cross Raritan River and South River. The distances above the mouth of the Raritan River and clearances follow: railroad bridge with center-pier swing span, 0.4 mile, 8 feet, overhead power cable at the bridge has a clearance of 140 feet; Victory Highway Bridge, 1.6 miles, fixed span with a clearance of 110 feet; Thomas Edison Memorial Bridge with two fixed spans, 1.9 miles, 110 feet; Garden State Parkway with fixed span, 2 miles, 134 feet; overhead power cable near Crab Island, 5.2 miles, 128 feet; New Jersey Turnpike with fixed span, 8.7 miles, 45 feet; overhead power cables, 8.9 miles, 114 feet; and U.S. Highway No. 1 Bridge with two fixed spans, 9.6 miles, 90 feet. The highway bridge over South River at the town of South River has a fixed span with a clearance of 25 feet. The railroad bridge, 0.4 mile upstream, has a swing span with a clearance of 4 feet.

(See **117.1 through 117.59, 117.747, and 117.756**, chapter 2, for drawbridge regulations.) In 1987, the fender system of the south draw of the railroad swing bridge sustained significant damage and may be protruding into the channel. Mariners are advised to exercise caution and navigate the north draw only. Mariners are requested to avoid bridge openings of this bridge during peak commuter hours of 0700 to 0815 and 1700 to 1815, Monday through Friday. The bridgetender monitors VHF-FM channel 13; call sign KT-4204.

**Currents.**—The tidal current has a velocity of about 1.5 knots at the Victory Highway Bridge at Perth Amboy.

**South Amboy** is a city on the south side of the entrance to Raritan River. Waterborne commerce at the port is in fuel oils, coal, sand, and gravel. Depths alongside the wharves and piers range from 6 to 30 feet. Water, provisions, and marine supplies can be obtained here, and berths with electricity, water, ice, and winter dry storage are available at a boat club.

**South River** is a town on the west side of South River 7.5 miles above South Amboy. A marina about 200 yards north of the highway bridge at Old Bridge provides berths, water, marine supplies, a 2-ton lift, and engine repairs. In 1981, a reported depth of about 1 foot could be carried to the marina.

The **Delaware and Raritan Canal**, closed to navigation since 1933, had its entrance to the Raritan River at New Brunswick.

**Highland Park** is across Raritan River opposite New Brunswick. In 1981, a reported depth of about 3½ feet was available from the head of the Federal project to Highland Park, the practical head of navigation.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston	Commander	
	1st CG District	(617) 223-8555
	Boston, MA	

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

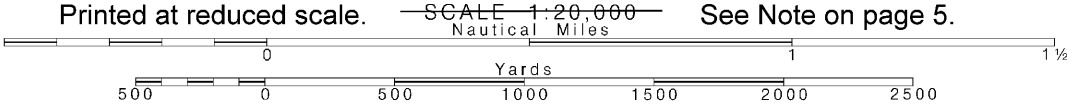
These volumes are available online at <http://www.navcen.uscg.gov>

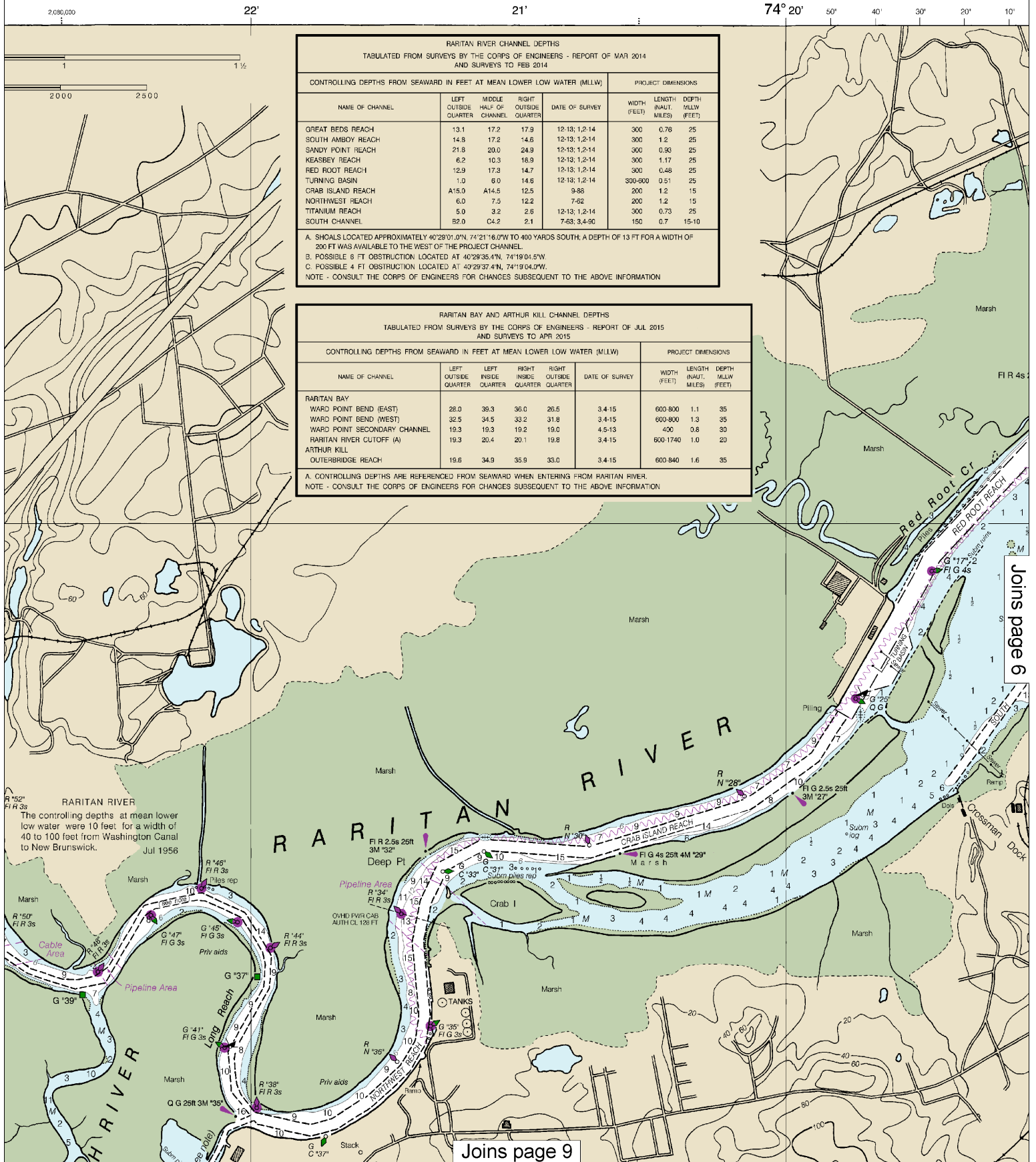
12332

4



Note: Chart grid lines are aligned with true north.





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:26666. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

21'

74° 20'

19'

2,100,000

18'

## RARITAN RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2014  
AND SURVEYS TO FEB 2014

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH (MLLW (FEET)
HEAT BEDS REACH	13.1	17.2	17.9	12-13; 1,2-14	300	0.78	25
BUTH AMBOY REACH	14.8	17.2	14.6	12-13; 1,2-14	300	1.2	25
ANDY POINT REACH	21.8	20.0	24.9	12-13; 1,2-14	300	0.30	25
ASBEY REACH	6.2	10.3	18.9	12-13; 1,2-14	300	1.17	25
ID ROOT REACH	12.9	17.3	14.7	12-13; 1,2-14	300	0.48	25
IRNING BASIN	1.0	6.0	14.6	12-13; 1,2-14	300-500	0.51	25
RAB ISLAND REACH	A15.0	A14.5	12.5	9-88	200	1.2	15
DRTHWEST REACH	6.0	7.5	12.2	7-62	200	1.2	15
TANIUM REACH	5.0	3.2	2.6	12-13; 1,2-14	300	0.73	25
BUTH CHANNEL	B2.0	C4.2	2.1	7-63; 3,4-90	150	0.7	15-10

SHOALS LOCATED APPROXIMATELY 40°29'01.0"N, 74°21'16.0"W TO 400 YARDS SOUTH; A DEPTH OF 13 FT FOR A WIDTH OF 200 FT WAS AVAILABLE TO THE WEST OF THE PROJECT CHANNEL.  
 POSSIBLE 6 FT OBSTRUCTION LOCATED AT 40°29'35.4"N, 74°19'04.5"W  
 POSSIBLE 4 FT OBSTRUCTION LOCATED AT 40°29'37.4"N, 74°19'04.0"W.  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

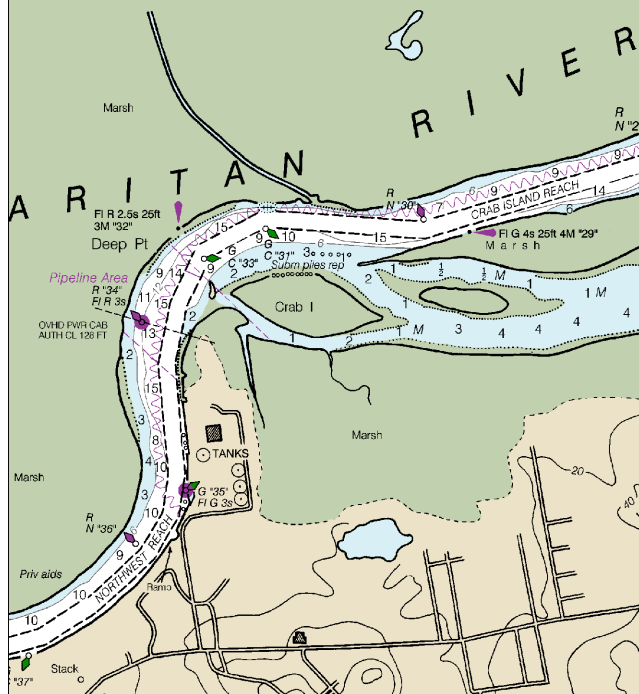
## RARITAN BAY AND ARTHUR KILL CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2015  
AND SURVEYS TO APR 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)
RARITAN BAY							
WARD POINT BEND (EAST)	28.0	39.3	36.0	26.5	3-4-15	600-800	1.1
WARD POINT BEND (WEST)	32.5	34.5	33.2	31.8	3-4-15	600-800	1.3
WARD POINT SECONDARY CHANNEL	19.3	19.3	19.2	19.0	4-5-13	400	0.8
RARITAN RIVER CUTOFF (A)	19.3	20.4	20.1	19.8	3-4-15	600-1740	1.0
ARTHUR KILL							
OUTERBRIDGE REACH	19.6	34.9	35.9	33.0	3-4-15	600-840	1.6

CONTROLLING DEPTHS ARE REFERENCED FROM SEAWARD WHEN ENTERING FROM RARITAN RIVER.  
 NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Joins page 5



Joins page 10

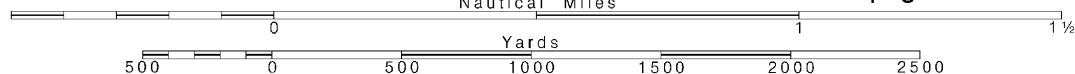
6

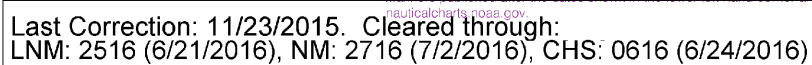
Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

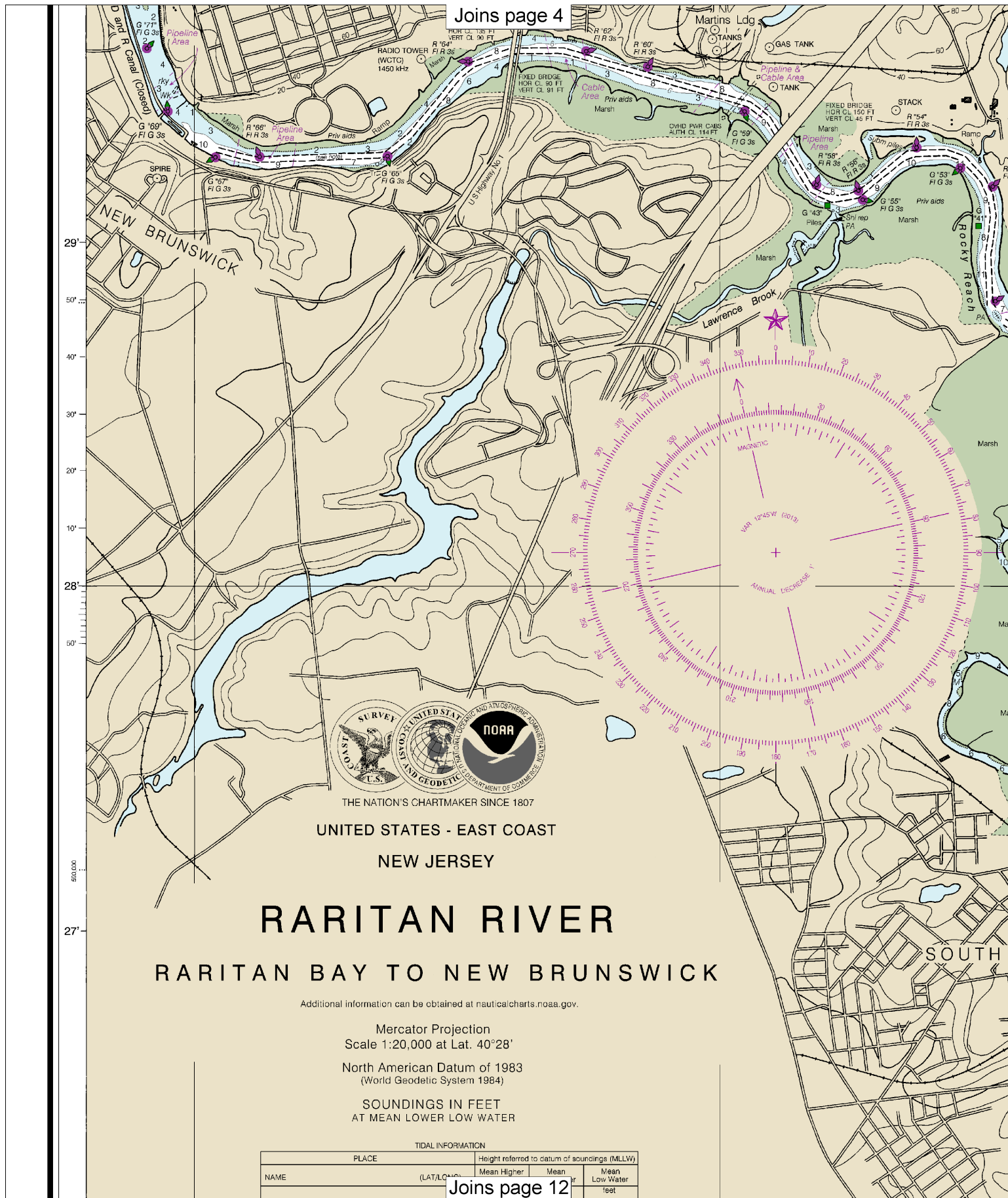
SCALE 1:20,000  
Nautical Miles

See Note on page 5.





Joins page 4



Joins page 12

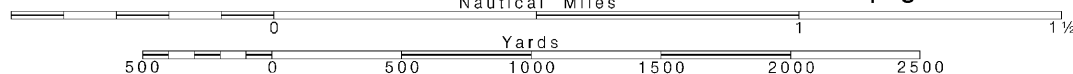
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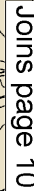
Note: Chart grid lines are aligned with true north.

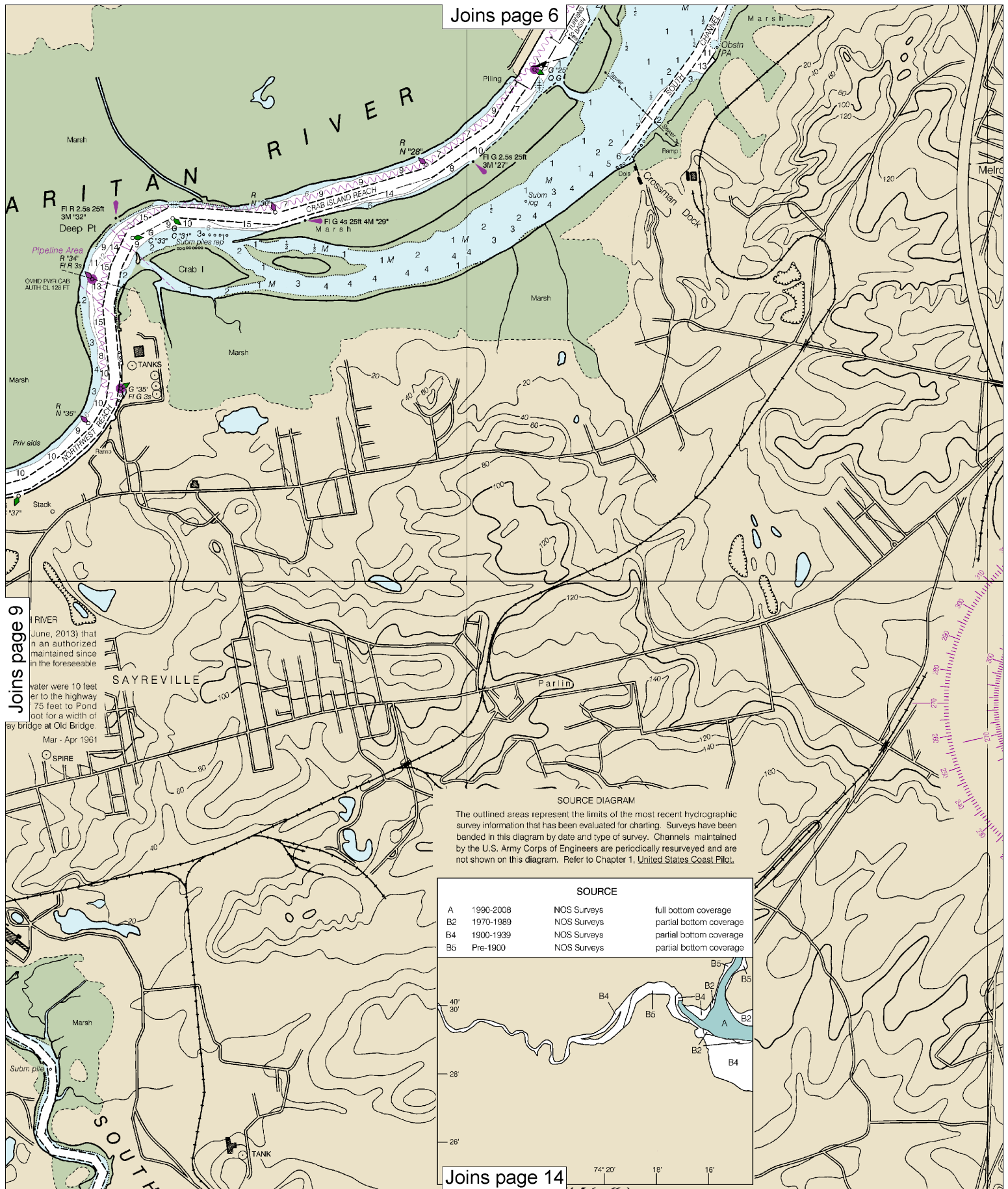
Printed at reduced scale.

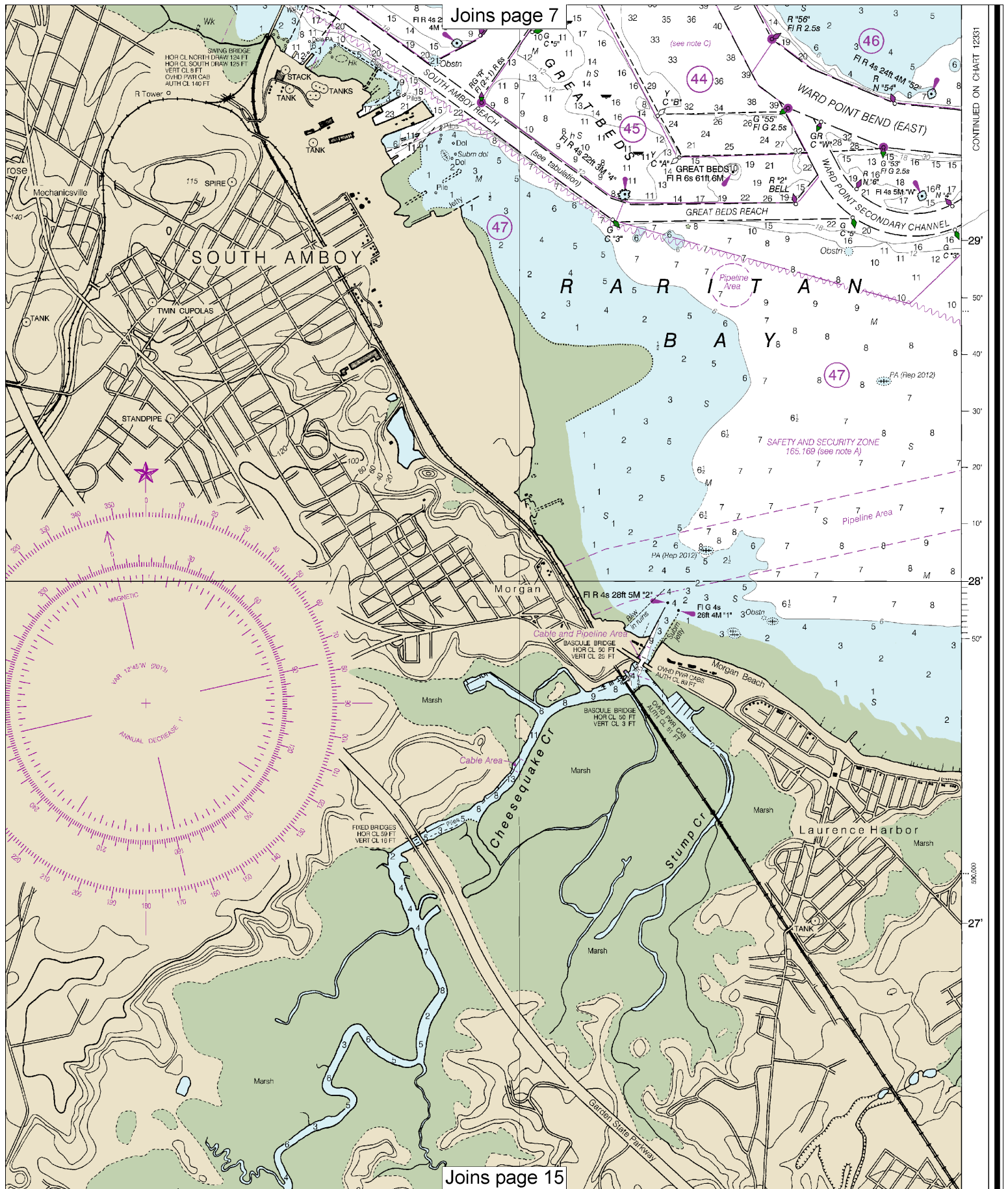
~~SCALE 1:20,000~~  
Nautical Miles

See Note on page 5.











THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

NEW JERSEY

# RARITAN RIVER

## RARITAN BAY TO NEW BRUNSWICK

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Mercator Projection  
Scale 1:20,000 at Lat. 40°28'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

### TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
South Amboy	(40°29'N/074°17'W)	feet 5.7	feet 5.3	feet 0.2

Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (May 2013)

### ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	Whs whistle
		R Bn radiobeacon	Y yellow

### Bottom characteristics:

Bls boulders	Co coral	G/ grly	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

### Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

### HEIGHTS

Heights in feet above Mean High Water.

### AUTHORITIES

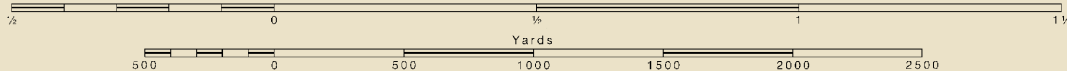
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

SCALE 1:20,000

Nautical Miles



### ANCHORAGE AREAS

110.155 (see note A)

Limits and assigned numbers of anchorage areas are shown in purple.

- 44 ANCHORAGE FOR DEEP-DRAFT VESSELS  
42 45 46 47 GENERAL ANCHORAGES

### PLANE COORDINATE GRID (based on NAD 1927)

New Jersey State Grid is indicated by dotted ticks at 10,000 foot intervals.

### CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

### NOTE A

Navigation regulations are published in Coast Pilot 2. Additions or revisions to the regulations may be obtained at the Office of the District Engineer, New York, NY. Refer to charted regulation section.

### WARNING

The prudent mariner will not rely on any single aid to navigation, including this chart. See U.S. Coast Pilot and U.S. Coast Pilot for details.

24th Ed., Jun. / 13

12332

Last Correction: 11/23/2015. Cleared through:  
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, additions, or improvements to the Chief, Marine Chart Division (N/CSD), Service, NOAA, Silver Spring, Maryland 20910-3282.

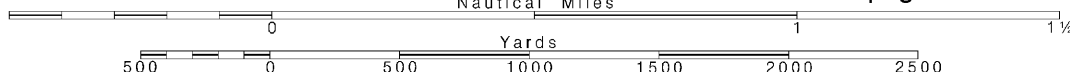
12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.



The controlling depths at mean lower low water were 10 feet for a middle width of 50 feet from Raritan River to the highway bridge, thence 8 feet for a middle width of 75 feet to Pond Creek (40°26'38"N - 74°21'41"W), thence ½ foot for a width of 150 feet to 800 yards north of the highway bridge at Old Bridge.

Mar - Apr 1961

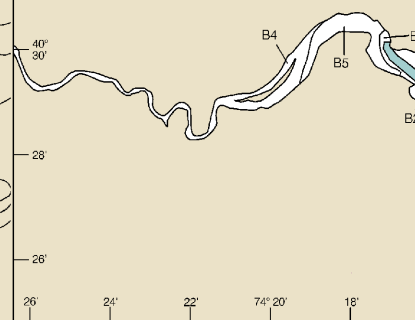
#### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels marked by the U.S. Army Corps of Engineers are periodically resurveyed and not shown on this diagram. Refer to Chapter 1, United States Coast

#### SOURCE

A	1990-2008	NOS Surveys
B2	1970-1989	NOS Surveys
B4	1900-1939	NOS Surveys
B5	Pre-1900	NOS Surveys

full bottom of  
partial bottom  
partial bottom  
partial bottom



#### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the

#### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83). For charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected by an average of 0.361" northward and 1.469" eastward to agree with this chart.

#### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation may be replaced by other types or removed. For details see U.S. Coast Guard Light List.

#### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New York, NY KWO-35 162.550 MHz

#### LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run.

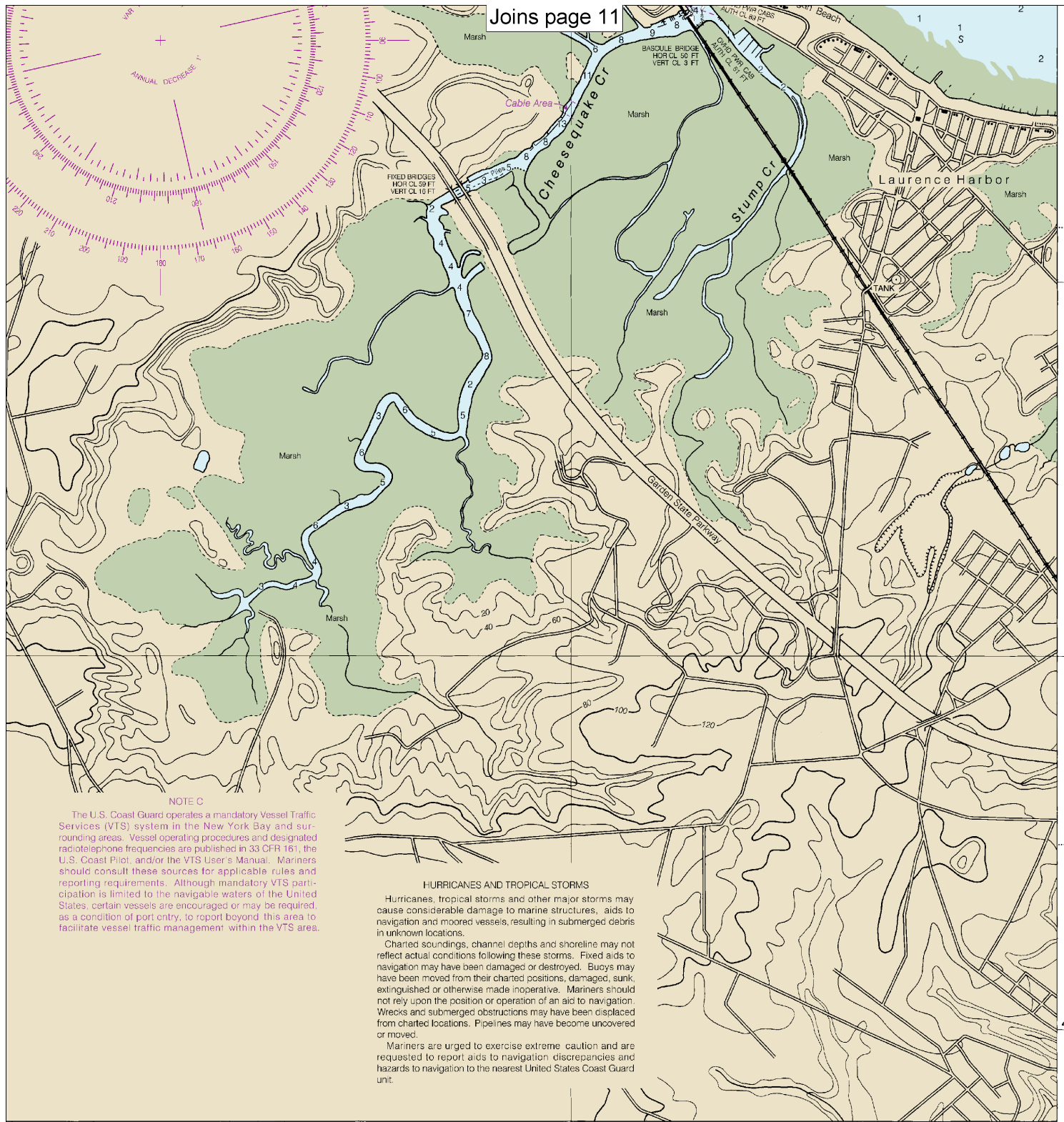
shown in Chapter 2, U.S. Coast Guard Light List. For information concerning the Office of the Commandant, Boston, MA or at the U.S. Army Corps of Engineers in New York, NY.

not rely solely on this chart, particularly on the U.S. Coast Guard Light List.

ation. The National Ocean Service, or comments for this chart, National Ocean Service.

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY





FEET

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Raritan River  
SOUNDINGS IN FEET - SCALE 1:20,000

12332



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

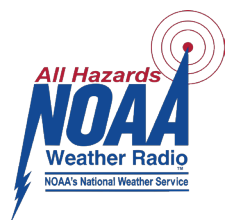
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.